

- **Park Avenue Extension** to US 1. The development in this area including the new Food Lion will require this connector to be shifted north, adjacent to Lawson Lane. This shift in the alignment would allow the tie-in to be made with the facility adjacent to the Food Lion.

Deletions - Hamlet:

- **High Street to Spring Street Connector** is not feasible. This proposal would be too destructive if built. It would necessitate the relocation of 6-7 houses. One of which is an eligible National Historic Property. Design year ADT is expected to reach approximately 20,000 vpd, even with implementation of the US 74 Bypass. Truck percentages are expected to decrease only slightly due to the number of service trucks to Hamlet CBD and the Rockingham mall and commercial area on the existing US 74.

Currently, US 74 is designated south along Hamlet Avenue to Raleigh Street, and south on Spring Street. The Average Daily traffic through this corridor is approximately 18,000 vpd. The two traffic signals on Raleigh Street creates spill back problems during peak and *non-peak hour* travel periods. These two intersections are designated as high accident locations (17 accidents in 3 years)

- **Thomas Street Extension** to Lake Drive. Residential growth in this area will not allow for this connection to be made. Six unit apartment complex and several duplexes would be required.

- **Walnut Avenue Extension** to Gin Mill Road. This connection can not be made. Walnut Street dead ends into a utility structure and three houses have been built in its path. In addition, the tie-in to Gin Mill Road is limited by extensive wetlands, a flood plain, and a pond in three of the four quadrants.

- **Boyd Lake connector to US 74.** The traffic bypassing Hamlet to the north accessing NC 117 or continuing west to US 74 would be served adequately by the proposed connector between 5th Street extension and NC 381.

Additions - Hamlet:

- **Hamlet One Way Pair.** A solution to the severe congestion problems created by the two signalized intersections on Raleigh Street is to convert Spring Street and Hamlet Avenue into a one way pair. The proposed one way pair as seen on the Construction Plan would separate the eastbound and westbound traffic. Two travel lanes would be provided for each direction, and would not require additional right-of-way. Nor, would this proposal require the on-street parking for the businesses along Hamlet Avenue between Raleigh Street and Front Street.

A true benefit to such a proposal is that employing a one way pair would not require the construction of a new facility. Spring Street and Hamlet Avenue, with the present alignment will provide the capacity and safety improvements necessary to make this change.